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2. The water basin of the Black-Azov Seas (There are no tides, but during the months of December and January the Black Sea has severe storms, with winds from the southeast, southwest, and northwest.)

- (a) The ports of Kherson and Nikolaev are included in the Dnepro-Bugski Liman, or Kherson Bay. The bay freezes about 15 December and the ice usually melts between 15 March and 15 April. At the most, the ice is 30 cm thick. There were ice breakers. When the snow thaws, during the period 15 April-15 May, there is a flood every year in the two cities and ports, with the water level at times rising six feet. At such time, the currents of the Dnepr and Bug Rivers may be as swift as five nautical miles per hour. At other times, the currents are about one or two miles per hour. Ships could enter Kherson if their draft did not exceed 25 feet. Therefore, ships often could deliver or take out only a half load. Ships with larger draft, perhaps up to 30 feet, could enter Nikolaev. There was practically no fog. Kinburn and Ochakov Points were fortified and had shore batteries. There were also naval stations along this coast, on the Tendra Peninsula. In summer, Kherson Bay had buoys, two range towers, and other range lights and signs. In winter, the buoys were removed

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because of the ice and only ranges were used. Ships going from Odessa to Kherson and Nikolaev used pilots (lotsman). Ships were able to go all the way up to Kherson by the Dnepr River, and they were also able to go all the way to Nikolaev. Incoming cargo for Kherson consisted of petroleum products (about two tankers per week, each with a half load, ie, five thousand tons) and general cargo (such as rails and cement). Outgoing cargo up to 1935 included timber and grain. After 1935, it consisted only of grain (there was a grain storage elevator). Incoming cargo for Nikolaev included petroleum products, coal (a naval shipyard was located there), and general cargo. Grain made up the outgoing cargo.

- (b) Odessa was the main port of the Black Sea. It may be compared in size to the port at Long Beach, California. In effect, Odessa is free of ice at all times. It has well-built stone piers and breakwaters. The petroleum section of the port (neftegaven) is in the extreme right corner of the port as one enters. The channel to the "neftegaven" is 30 feet deep and it has three large mooring places, so that it can handle three large oil tankers at one time. A tanker cannot enter the "neftegaven" without the help of tugs, as the channel is narrow. There is a magnetic anomaly in the area, ie, magnetic compasses are not accurate as there are underwater iron ore deposits and the magnetic compasses will vary from the gyro-compasses. Therefore, the ship's captain must guide his vessel by means of lighthouses. Local outgoing cargo in Odessa consists of grain and timber and local incoming cargo is made up of oil and coal. Odessa is also a major port for Soviet exports and imports, such as products from the Urals to London or US machines for the Urals. The port is well equipped for loading and unloading operations.

- (c) Sevastopol has a fine bay and is the naval base for the Black Sea. It also has naval shipyards. Prior to World War II at least, foreign ships were not permitted to enter. From 1939, even Soviet passenger vessels were at times not allowed entry. A special pass was required to go ashore. Soviet ships were not permitted to approach closer than three miles to shore.

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Sevastopol was not used as a commercial port after 1930 or 1935. It had no ice, currents, or winds. However, in approaching the port, winds from the west and northwest could be dangerous. After passing the lighthouse on Cape Khersonese, ships steered by Inkermann ranges erected prior to the Russian Revolution.

- (d) Feodosiya had a small but well equipped harbor. There was no ice and it was open to the sea. The water was deep and the harbor was easily approached. A pilot was employed for entering the harbor and docking. Outgoing cargo consisted of grain from the Crimea and the southeastern Ukraine. Incoming cargo was of a general nature and did not include bulk cargo.
- (e) Novorossiisk, situated in a bay, was the Black Sea's second most active port. There were very strong winds from the northeast during the winter (November-April). The winds were so heavy that at times a ship in the outer bay with two anchors down (the bottom was rocky) and full speed forward could be blown onto the rocks. Two anchors would hold a ship in the inner bay, however, as the bottom there was softer. The safest method was to tie the ship up to a pier. These winds were often underestimated by foreign sailors. For example, in 1923, railroad freight cars were blown into the sea from a pier. At times the wind would blow for two weeks. A ship could go northwest to Anapa anchorage, but even there one had to be careful and find sandy bottom for the ship's anchors. It was a dangerous coast in winter

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between Anapa and Tuapse because of the northeasterly winds. The winds caused waves to wash over the ship, the water froze, and serious icing conditions developed. At times motor schooners in these waters froze and turned over. From the viewpoint of navigation, Novorossiisk was an easy harbor to enter. There were buoys and a lighthouse. It had a breakwater and was a well equipped port. There were two or three refrigeration piers, as meat and butter were exported. There was a "lesegiven", or timber port. Because grain was exported, there were four grain loading piers and a grain elevator. There were about 10 cement loading piers and three large cement plants were located near the city. Much cement was sent from Novorossiisk to foreign countries and to other parts of the USSR. There were two or three oil loading piers (neftelivnii pristani). [] a pipeline brought oil from Grozny. Oil was exported, particularly to Italy. As can be seen from the above, there was much outgoing bulk cargo, including lumber, grain, oil, and cement. Incoming cargo consisted only of products needed locally. The piers were built to handle only the above-mentioned special commodities.

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- (f) Tuapse also had northeasterly winds, but they were not so formidable as at Novorossiisk. However, when the wind was blowing from the west, it was difficult to enter the port as the entrance between the breakwaters was narrow and one could not anchor as the waves would dash the ship against the breakwater. Tuapse was a small but deep port and could easily accommodate ships with a draft of 30 feet. The largest tankers (12 or 19 thousand tons cargo capacity) fully loaded had a draft of 30 feet. Outgoing bulk cargo consisted of petroleum products only. At times tobacco was sent out also. There was an oil refinery (nefteperegoni zavod) near the town and a pipeline stretched between Grozny and Tuapse. This port was the location of the headquarters of the "Sovytanker" fleet. Incoming cargo at Tuapse included only items needed locally.

- (g) Poti is a deep port and has a breakwater. Access to it is easy and there are no buoys. Manganese and other ores are exported to foreign countries and to other parts of the USSR. Soviet ships carry ore to Mariupol, where there are large steel plants. []

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- (h) Batum also has a breakwater and is deep. The rainfall is heavy during the winter. There is a good "neftegaven" (petroleum port) which loads tankers; there are more than three piers for this purpose. An oil pipeline operates between Baku and Batum. Outgoing cargo consists of petroleum and incoming cargo is general in character and for local needs only.

- (i) Kerch [] There is no extensive incoming or outgoing trade.

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- (j) Berdiansk, or Osipenko, in the Azov Sea is a small, deep, protected port. It exports grain and receives oil, but only for local needs.

- (k) Mariupol is the main port on the Azov Sea, as far as quantity of incoming and outgoing cargo is concerned. It is the port for the Donets Basin. It is large, has buoys, a breakwater, and channels dug to facilitate approach. Channels were also dug within the port to permit larger vessels, such as those with a draft of 30 feet, to enter. It is a well equipped port, with stone piers, and a sufficient number of cranes. Ores make up the incoming cargo, while grain and Donbas coal are outgoing.

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- (1) Taganrog is not an important port. [redacted] 25X1X
It can handle only those ships which are five thousand tons or less. Grain is the outgoing cargo, while incoming goods are only those needed to satisfy local needs.

- 25X1X (m) Rostov [redacted] It is the main port of the Azov Sea administratively, as the headquarters of the Azov Steamship Company (Azovskoye Parakhodstvo) is located there. I believe that Rostov handles a relatively small amount of cargo.

3. The water basin of the Caspian Sea:

- (a) Baku is the main port of the Caspian Sea, both from the viewpoint of cargo and of administration. The Caspian Tanker Shipping Company (Caspiskaya Neftenalivnoye Parakhodstvo) and the Caspian Dry Freight Shipping Company (Caspiskaya Sukhogruiznoye Parakhodstvo--CASPAR) have their headquarters in Baku. It is a large port, protected by nature, and easy to enter. The harbor is deep enough for the ships based there, which have a draft of less than 20 feet. Large tankers, such as those used on the Black Sea, could not enter. There is a "neftegaven" (oil port) in Chernigorod (the oil is produced here; Beligored is the residential section of Baku). There are at least 30 piers. Outgoing cargo is composed primarily of oil. There is also some general outgoing cargo which goes to Central Asia via Krasnovodsk. Incoming cargo is cotton from Central Asia.
- (b) Makhachkala is a small, protected port. It is safe, easy to enter, and deep, considering the small draft of Caspian ships. Outgoing cargo is made up of grain going to Krasnovodsk. Incoming cargo consists only of those items needed for local consumption.
- (c) Astrakhan has both a port and an anchorage (reid). The anchorage is off the delta of the Volga and is not protected. A large old ship is stationed in the anchorage and serves as a floating administrative unit. It has offices, a store, barber shop, and post offices. There is much tanker traffic at the anchorage, as the interior of the USSR is supplied with oil through Astrakhan. Barges come out to the tankers and take off the oil. The port of Astrakhan also has much traffic, but it is miscellaneous, rather than bulk, cargo. Only those ships with a draft of under 12 feet could enter the port. River steamers on the Volga brought general cargo for temporary storage in Astrakhan. It was then transferred to ships going to Baku and Krasnovodsk.
- (d) Krasnovodsk is a center for goods from Central Asia destined for the Caucasus and the European USSR. Passengers also pass through it. There is two-way traffic. It is a small port and easy to enter if one has a chart. The port also has ranges. It is shallow, but adequate for Caspian ships. Tankers with a draft of 15 feet could use the port. Two passenger ships, the Dagestan and the Turkestan, served Krasnovodsk, each ship leaving every other day. The route was Baku-Krasnovodsk. Both vessels were powered by Diesels. Each ship carried from one thousand to two thousand passengers; two thousand during the summer. Krasnovodsk is also the terminal for the Central Asian Railway. The town has neither vegetation nor fresh water, because it is located in the desert. It is extremely hot and the wind carries much sand. The population numbers only a few thousands. Fresh water is brought in tankers from Baku. Local water purifiers did not work efficiently and did not provide sufficient water. Local water was not used for drinking purposes. The port of Krasnovodsk had five piers, with one ship able to tie up on each side. The piers were for handling water, passengers, general cargo, oil, and grain.

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4. The following are other major Soviet ports: for the Baltic - Leningrad, Revel (or Tallinn, in Estonia), Libava ([] now called Liepaja, in Latvia), Riga, Klaipeda (or Memel, in Lithuania), and K8nigsberg (or Kaliningrad); the Barents Sea - Murmansk; the Far East - Vladivostok and others. [] 25X1X

- 25X1X 5. [] Archangelsk on the White Sea [] It is a fish and lumber port and may be considered a sea port; the sea tides reach Archangelsk. The North Dvina River passes near the city. One's ship sails from the White Sea along the Maimaksa Canal, which follows the riverbed of the North Dvina, to Archangelsk. There are ranges, but no buoys. Many lumber piers and yards are located along the river. A light vessel, the Severnaya Dvina, stands in the mouth of the river. One guides initially on the light vessel to enter the river and lays the ship's course on the vessel when going out to sea. A small naval base is located at Archangelsk, as well as the headquarters of the SGE (Severni Gydrographicheskaya Expeditiya-- Northern Hydrographic Expedition) [] Small naval vessels were built and repaired at Archangelsk. These vessels were tugs and freighters, not fighting ships. 25X1A

- 25X1X 6. [] Pechora Port, [] 25X1X
[] It may also be called Naryan Mar, but [] referred to as Pechora. Pechora was an area where there were many NKVD /MVD/ concentration camps. Ships from Archangelsk carried prisoners to Pechora. Outgoing cargo consisted of lumber and coal. 25X1X

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